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SECURITY INFORMATION

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839th Sep. Automobile Trans. Bn.

1. The 839th Sep. Auto. Trans. Bn. (Otdel'nyy avtotransportnyy batal'on) /Enclosure A/ was organized in 1942 in Gorkiy /5620N-4400E/. During World War II the chemical officer and the club officer of this unit became casualties, and were not replaced. The EM strength of the transportation companies was always kept at full strength. EM were drivers, except for orderly room clerks, medical personnel, and supply clerks. The 170 trucks organic to the Battalion were 1½-ton GAZ-2 trucks, received from the Gorkiy Draft Board (Voyenkomat) in fair condition. They were not new trucks but were supposed to be able to travel 15,000 km. before requiring major repairs. The Battalion acquired no motorcycles, AT, AAA, MG's or other heavy weapons by T/O or as booty. The Mobile Repair Shop, Type A, was mounted on a three-ton GAZ truck and had lathes, vices,

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and tables. The Mobile Repair Shop, Type B, was mounted on a five-ton GAZ truck and had threading machinery, battery charging equipment, lathes, vices, and repair tables. The 20 trucks organic to the Qm. Plat. of the Battalion Headquarters were used to transport POL, food, clothing and other essential supplies for the 839th Bn. The 150 trucks organic to the three transportation companies brought supplies (ammunition, POL, food, clothing) up to front line units. The 839th Bn. never transported troops and was not protected on its runs by AAA or AT weapons. I believe that similar separate transportation battalions were still in existence in the Soviet Army in 1953, and had the same T/O & E. 50X1

2. [redacted] separate transportation battalions operate similarly today, an account of how they functioned a few years ago should be of interest. In July 1942, the 839th retreated from Voronezh 5146N-3328E to a wooded area in Khrenovoye 5139N-3934E where they camped in tents and earth bunkers until December 1942. In December 1942, 100 trucks of the 839th moved to supply front line units of the 6th Army on the Southern Ukrainian front with food and ammunition. The trucks picked up the supplies at a railroad station in Kantemirovka 4941N-3951E and proceeded 300 km. to Vorobyevka 5039N-4056E in four sections, each of platoon size (25 trucks), at an unregulated speed; trucks travelled as fast as possible without any set distance between them. Officers and NCO's were given stencil copies of maps showing their route. There were no roadchecks (vehicles were not supposed to pass a certain check point at a set time). The ammunition and food was unloaded at a rear area in Vorobyevka. This was the only supply run in 1942.
3. In 1943, the 839th Bn. made frequent runs to supply front line units of the 3rd Ukrainian front. During World War II, trucks moved day and night. At night, blackout headlights were used. Drivers used chains on their vehicles in winter. During winter, road cleaning units kept the road in passable condition and wreckers were available to pull disabled trucks in case of an emergency. The road clearing units (regulators) tried to induce the local population to clear the roads. In 1943 the 839th turned in their GAZ trucks and utilized the following types of trucks captured from defeated Italian units: Bianca Diesel, three-ton; Fiat, three, six, eight-ton trucks, almost new; OM Diesel, three-ton; German Man, Diesel, five-ton; Mercedes, Diesel, six-ton. Twenty-five of these trucks, (which had an overall tonnage larger than GAZ-trucks), replaced all the GAZ-2 trucks of the 839th Bn. About 15 of the heavier captured trucks were actually used, and the remaining 10 trucks were kept in reserve, and for cannibalization. An Austrian Steyer 1 1/2-ton truck was also captured and used to supply the 839th Bn.
4. Reloading the cargo of disabled vehicles onto other vehicles was the responsibility of the convoy CO. Each driver repaired his own vehicle. I never heard of underwater bridges used in the USSR nor have I any knowledge of tank moving procedure. Most of the 30 officers in the 839th Sep. Trans. Bn. were regular army officers with the following exceptions, who were drafted from civilian life: medical officers, QM officers, a chemical officer, finance officer, club officer, and political officers. In 1942, the 839th was subordinate for food to the People's Commissariat and moved grain from silos to army depots. Later in 1943, they were subordinate to the Automobile Administration, which in turn was subordinate to Chief of Rear Services, Ukrainian front. The 839th Sep. Auto. Trans. Bn. was deactivated in 1945.

60th Sep. Automobile Regt.

5. The 60th Sep. Auto. Regt. Enclosure B was supposed to have 30 six-eight ton trucks for each automobile company, about 100 trucks for each battalion, about 350 trucks for the regiment, and was supposed to transport the machinery of dismantled factories from

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the Soviet Zone of Germany to L'vov. Actually, the 60th Regt. Hq. had 20 Mack trucks, and none were allocated to battalions or companies. Officers had TT pistols and EM had PPSH, SMGs and carbines; they did not have heavier weapons. The wartime assignment of such separate automobile regiments was to move clothing, food, ammunition, POL, and heavy equipment to front line units. A separate automobile regiment would be subordinate to the Chief of Rear Services at an Army Group (front).

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26th Central Automobile Repair Shop in L'vov

6. The Technical Parts Supply Section of the 26th Central Automobile Repair Shop (Tsentral'nyy avtoremontnyy zavod) Enclosure C was directly subordinate to the Automobile Administration in Moscow. Its mission was to repair GAZ, Ford, Studebaker and ZIS-5 trucks. About 120-130 military trucks from Army units around L'vov were repaired monthly. This was a self-sustaining shop, i.e., the shop had to earn enough money to account for the pay of the officers and the salary of the civilians. The average charge for a major overhaul was 6,300 rubles; the average charge for medium repair was about 3,200 rubles. Each military unit paid for the repair of its vehicles. The chief engineer was responsible for all planning, instruments, tools, and labor. The chief mechanic was in charge of heating, plumbing, and the condition of the workshops. The technical control officer was the direct representative of the Automobile Administration in Moscow and checked the finished repairs.
7. About 40 trucks from the transportation department hauled raw material and spare parts to the repair shop, which maintained two large depots, one for raw materials and one for parts. I think that this shop was the biggest auto repair shop in the USSR. Much of the raw material and spare parts were brought in from the Soviet Zone of Germany. The raw materials and spare parts on hand in the depot amounted to about 250 wagonloads (12 tons to a wagonload). The following items were critical and very difficult to obtain: acetone, carbide, acids, all metals (especially thin sheets of steel), ball bearings, cogwheels, and paints. In 1947, most officers were replaced by Soviet civilians. The shop was deactivated by mistake when some employee in the Ministry erroneously wrote "26th Central Automobile Repair Shop", intending to write the 28th Automobile Repair Shop in L'vov, which was subordinate to the Carpathian Military Dist. By the time the error was discovered, the deactivation order had already been signed by Stalin. No one in the Ministry dared to request a new signature. Upon deactivation, all machinery, stocks, etc. were turned over to the Automobile Administration of the Carpathian Military District. Sometime in 1948, a new 26th Automobile Repair Shop was activated but it was located in Rovno 5038N-2615E and was subordinate to the Carpathian Military District and not directly to Moscow.

158th Stationary Automobile Repair Shop

8. The 158th Stationary Automobile Repair Shop was located in Mukachevo 4826N-2243E. In 1948, the shop employed 9 officers and about 100 civilians, 70% of whom were males; one year later, it had 4 officers and about 80 civilians Enclosure D. The shop repaired ZIS, Ford, GAZ and Studebaker trucks from military units in the Carpathian Military District. By special permission from the Chief, Automobile Administration, Carpathian Military District, the shop could also repair trucks owned by factories, i.e., non-military. This shop was a self-sustaining enterprise. It repaired about 50 trucks monthly See paragraph 6 for comparable overhaul fees. I believe that the 158th was

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deactivated because it did not earn enough money to pay the civilian employees or justify the officers' pay.

ENCLOSURES:

- A. Estimate of Actual Strength and Equipment of the 839th Sep. Auto. Trans. Bn.
- B. Estimate of Actual Strength of the 60th Sep. Auto. Regt.
- C. Estimate of Actual Strength of the 26th Central Auto. Repair Shop in L'vov.
- D. Estimate of Actual Strength of the 158th Stationary Auto. Repair Shop.
- E. Actual Strength of the 1787th Army Motor Transport and Tractor Spare Parts Dump.
- F. Estimate of Actual Strength of the 482nd Auto. Repair Base.

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